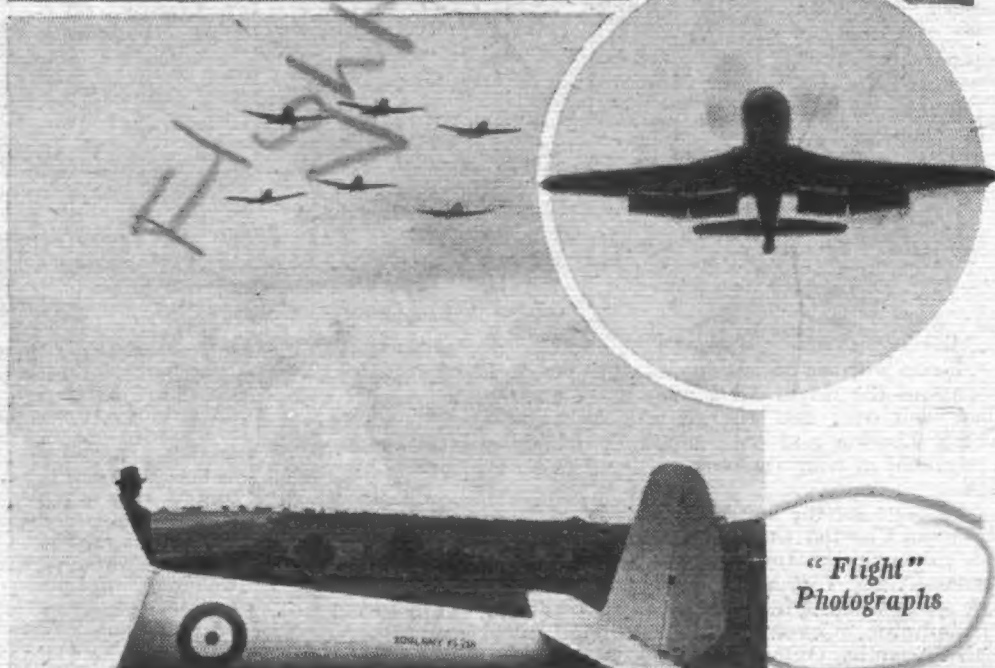


East Yorks Air Meeting

*Scenes from the
Brough Display*



The line-up of Austers for the Cirrus Trophy contest and the two winners are seen above, and (right) is the formation of Firebrands, the Slingsby Motor Tutor and the S.28/43.



"Flight"
Photographs

A DESCRIPTION of the Brough Air Display and Garden Party, which took place on August 21st, was given in *Flight* last week on page 246. The selection of photographs above gives an indication of the variety of the events seen by the six thousand or so spectators who attended from the Hull area. The winners of the Cirrus Trophy competition were F/L. J. R. Saunders and Mr. V. Gordon-White. They are seen above with their winning Auster, number 11, which is owned by the East Riding Club at Speeton. The Firebrands, which are about

to demonstrate carrier fly-off and landing technique, also gave a polished display of formation flying. The Slingsby Motor Tutor and a demonstration of sailplane handling provided popular events in contrast to the high-speed demonstrations. Blackburn's chief test pilot, Mr. P. G. Lawrence, showed off the recently completed second prototype S.28/43 in a most convincing manner, and his rapid rolls and, on two occasions, five consecutive climbing rolls, delighted all the spectators, particularly those who had a hand in building this naval strike aircraft.

BRABAZON CONSTRUCTION COSTS

REPLIES by the Ministries of Supply and Civil Aviation to certain of the conclusions and recommendations of the Report of the Select Committee on Estimates have been published. With regard to forecasting the date for completion, it was considered that since it is difficult to forecast such a date for a conventional type of aircraft, to make a forecast for one of the size and novelty of the Brabazon I was even more hazardous. The original date and subsequent changes were fixed in agreement with the constructors, and at a review of progress made in 1947 it was considered that the Mark II prototype would be ready for first flight by August, 1950. In reply to the criticism that neither project was included in the Prime Minister's priority list, it was stated that it would have been inappropriate to include them in the list which was promulgated as a result of the fuel crisis in early 1947, and which gave precedence to projects for increasing supplies of coal, gas

and electricity. Priority for labour and materials would not have been justified, nor would it necessarily have assisted development, since progress depended mainly upon the solution of problems by designers and technicians.

Both Ministries welcomed the Committee's recommendations that every step should be taken to expedite completion of both projects and to ensure immediate production if they should be successful. The Report refers to the statement by the Minister of Civil Aviation that the government was not entirely satisfied with the existing procedure for ordering aircraft. The report of a Committee formed to enquire into the procedure had been received and was under consideration. The department accepted the Committee's recommendation that no attempt should be made to recover from B.O.A.C. the full cost of the Brabazon I Mark II prototype if and when it was handed over for operational service.